

**2019 EPA Multipurpose Grant Application
Morris Canal Greenway, Jersey City, NJ
Narrative Information Sheet**

Pertinent applicant information:

1. Applicant: Jersey City Redevelopment Agency
66 York Street, 3rd Floor
Jersey City, New Jersey 07302-3839
Email: DelisleB@jcnj.org
Phone: (201) 761-0822
Fax: (201) 761-0831

2. Funding Requested:
 - i) Grant Type - Multipurpose
 - ii) Federal Funds Requested - \$800,000
 - iii) Contamination - Hazardous Substances

3. Location: The City of Jersey City, Hudson County, New Jersey
Morris Canal Greenway
8.5 miles tract between the Hackensack and Hudson Rivers
Jersey City, New Jersey 07302

4. Contacts:
 - i) Project Director: Mr. Benjamin Delisle
Director of Development
Jersey City Redevelopment Agency
66 York Street, 3rd Floor
Jersey City, New Jersey 07302-3839
Email: DelisleB@jcnj.org
Phone: (201) 761-0822
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 - ii) Chief Executive: Diana H. Jeffery
Executive Director
Jersey City Redevelopment Agency
66 York Street, 3rd Floor
Jersey City, New Jersey 07302-3839
DJeffrey@jcnj.org
Phone: (201) 761-0821
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5. Population: Population of the City of Jersey City: 265,932 (Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates)

6. Other Factors Checklist

Other Factors	Page #
Community population is 10,000 or less.	
The applicant is, or will assist, a federally recognized Indian tribe or United States territory.	
The priority brownfield site(s) is impacted by mine-scarred land.	
The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	Morris Canal, along Hudson River: Page 1
The priority site(s) is in a federally designated flood plain.	
The redevelopment of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or any energy efficiency improvement projects.	
30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.	

7. Letter from State

Please see attached.



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
SITE REMEDIATION AND WASTE MANAGEMENT PROGRAM
OFFICE OF BROWNFIELD REUSE
MAIL CODE 401-05K
P.O. Box 420
TRENTON, NEW JERSEY 08625-0420
[HTTP://WWW.NJ.GOV/DEP/SRP](http://www.nj.gov/dep/srp)

PHILLIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. MCCABE
Commissioner

January 23, 2019

The Honorable Andrew Wheeler, Acting Administrator
US Environmental; Protection Agency
401 M Street SW
Washington, DC 20460

**RE: USEPA Brownfields Multi-purpose Grant Application
The Morris Canal Greenway, Jersey City, NJ**

Dear Acting Administrator Wheeler,

On behalf of the New Jersey Department of Environmental Protection, it is my pleasure to endorse the Jersey City Redevelopment Agency's (JCRA) application to the United States Environmental Protection Agency (USEPA) for a Brownfield Multipurpose Grant to assist in the remediation of hazardous substances and the redevelopment of the property associated with the Morris Canal Greenway.

The remediation and redevelopment of this priority property will address historic fill, specifically polycyclic aromatic hydrocarbons (PAHs) metals, as well as PCBs, associated with soil and groundwater. Creating a greenway on the former Morris Canal will benefit residents and visitors alike. The greenway is envisioned to be a facility for local circulation, providing connections to transit, retail, and parks, as well as connections to regional bicycle and pedestrian facilities such as the East Coast Greenway and the Liberty-Water Gap Trail.

Please accept this letter of support for the JCRA Multipurpose Grant application. Please do not hesitate to contact me if I may be of further assistance. I may be reached at (609) 633-1223 or e-mailed at William.Lindner@dep.nj.gov.

Sincerely,

William J. Lindner, Manager
Office of Brownfield Reuse

Cc: Benjamin Delisle, JCRA
Kathleen Nolan, BRS Inc.

CITY OF JERSEY CITY, NEW JERSEY
US EPA: MULTIPURPOSE GRANT PROPOSAL
MORRIS CANAL GREENWAY
January 31, 2019

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

a. Target Area and Brownfields

i. Background and Description of Target Area The City of Jersey City, the county seat of Hudson County, encompasses 21.1 square miles along the Hudson River across from New York City. First settled in the 1660s, Jersey City became an international transportation hub for both people and goods. Immigrants arrived via Jersey City's Ellis Island, and goods arrived via canal, rail, and ship. Supported by this robust transportation infrastructure and a network of intersecting waterways, manufacturing was a pillar of the city's economy until its decline in the 1960s. Given this industrial heritage, practically every neighborhood deals with brownfields: prior inventories identified over 7,100 acres of brownfields in the city. Jersey City's population peaked in 1930 at over 315,000 and then continued to decline until 1980. Since that time, the city's population has steadily grown, and Jersey City is currently the second-most populous city in New Jersey, at 265,932¹ residents today. Given the large number of brownfields and strong population growth, the city must address brownfields to support its resurgence.

The target area of this grant application is the 8.5 mile Morris Canal Greenway, a proposed pedestrian and bicycle pathway traversing the entirety of Jersey City along the footprint of the historic Morris Canal. The Morris Canal was crucial to the economy and development of northern New Jersey and is a significant historic feature of the State. In operation between 1831 and 1924, the Morris Canal stretched 102 miles across the state of New Jersey, connecting the coalfields of northeastern Pennsylvania with northern New Jersey's iron industry, major industrial cities, and the New York City markets. The Morris Canal in Jersey City traveled around the upland Palisades formation in the southern half of the city and linked the Hudson and Hackensack Rivers. This brought goods from Pennsylvania and northern New Jersey to the Hudson River Waterfront. From there, materials could be shipped to any port in the world via New York City's shipping centers. It also brought new business and industries to Jersey City. The Morris Canal was an engineering marvel of its time. Although flat through Jersey City, a system of 23 lift locks and 23 inclined planes enabled the Canal to overcome 1,674 feet of elevation change across northern New Jersey, more than any other transportation canal in the world. Its inclined planes served as an international model for engineers. In Jersey City, all sections of the Canal are listed on the State and National Registers of Historic Places. Competition from faster, more efficient railroads at the end of the 19th century led to the Canal's decline, and eventually to its closing in the 1920s. After it closed, the canal was backfilled with soil, industrial waste, and other unregulated material.

ii. Description of the Priority Brownfield Site(s) Given the nature of the unregulated material used to backfill the former canal bed, the entire Greenway project is comprised of an 8.5 mile linear stretch of brownfields. The Greenway stretches from the Hackensack River to the Hudson River, thus has frontage on and adjacent to a body of water. It is known that within a quarter mile

¹ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

of the Morris Canal alignment that contaminated property is prevalent: there are 161 known contaminated sites, 47 hexavalent chromate sites, and 12 groundwater contamination locations. Almost all of the catalogued sites are contaminated by historic fill, material that was contaminated prior to its placement at the sites. While the much of the property within the Greenway footprint has not been assessed, it is anticipated that the backfill material will be classified as historic fill. Historic fill found in Jersey City typically contains elevated levels of polycyclic aromatic hydrocarbons (PAHs) and metals, including hexavalent chromate, in soils and/or groundwater at concentrations exceeding human health risk-based standards.

To better address the contamination, needs, assessment, cleanup, and development of a project as extensive as the Morris Canal Greenway, the Greenway has been divided into 14 segments. The segments are in varying degrees of completion as there has not been a single coordinated effort for completing the project; some have had assessment work, some have had some remediation, and some have been fully constructed while other segments are privately held and have had no known activity conducted to date. Table 1 (below) outlines each segment, its length, and environmental assessment and remediation efforts completed to date. The following presents some highlighted information for select segments:

Segment 3: Route 440 and Danforth to JFK Blvd and Mercer Park. The Jersey City Redevelopment Area (JCRA) recently acquired this section of the Morris Canal Greenway. A Phase I and Phase II have been completed. This section of the Greenway would be off-road, bi-directional, and connect to Mercer Park. Funding is needed for remediation and reuse planning.

Segment 7: Claremont Industrial Redevelopment Plan Area. The Claremont redevelopment area, inclusive of the Greenway segment, is an approximately 68-acre site, the majority of which is currently vacant land. The JCRA owns the section of the former Morris Canal right-of-way through the redevelopment area, which could be reused as an off-road, bi-directional segment of the Morris Canal Greenway. Funding is needed for assessment, remediation, and reuse planning.

Segment 8: Canal Crossing Redevelopment Plan Area. Much of this segment, already under JCRA or City ownership, has been recently remediated. The Canal Crossing area, traversed by the Greenway, is a 111-acre site of predominately former industrial land uses. The redevelopment plan calls for the redevelopment of this site into a mixed-use neighborhood with as many as 6,000 residential units at build-out. Portions have been assessed and remediated to date. Project needs include some assessment and remediation in this segment.

Segment 10: Communipaw Avenue to Van Horne Street around Whitlock. Jersey City owns the targeted land in this segment, with Phase I and II assessments. This section of the Greenway traverses Whitlock Cordage, a complex of historic buildings which will be rehabilitated into over 300 new residential units. Funding is needed for remediation and reuse planning.

Segment		Length (ft)	Completed Environmental
1	Hackensack River to Route 440	1,920	None
2	Route 440 between Clendenny and Danforth Avenue	6,600	None
3	Route 440 and Danforth Avenue to JFK Boulevard and Mercer Park	5,850	Phase I and II

4	Hudson County's Mercer Park	760	Unknown
5	Mercer Park and Merritt St to Danforth Transit Village Redevelopment Area	6,900	On public street. Segment complete.
6	Danforth Transit Village Redevelopment Area	1,980	Unknown
7	Claremont Industrial Redevelopment Area	3,439	None
8	Canal Crossing Redevelopment Area	3,377	Some remediation
9	Berry Lane Park	2,090	Segment Complete
10	Communipaw Avenue to Van Horne Street around Whitlock Cordage Complex	1,870	Phase I and Phase II
11	Van Horne Street and Maple Street to Grand Jersey Redevelopment Area	1,366	Some of segment complete
12	Grand Jersey Redevelopment Area	1,679	Some Phase I and Phase II
13	Liberty Harbor North Redevelopment Area	3,055	Unknown
14	HRWW to the Morris Canal Section of Liberty State Park and Colgate Park	4,000	Some public street; other unknown

b. Revitalization of the Target Area

i. Overall Plan for Revitalization Jointly funded by Jersey City and the North Jersey Transportation Planning Authority, the *Morris Canal Greenway Plan* (2013) provides a conceptual plan for the project that was developed after extensive study, research, and community input. The greenway project is also consistent with the *Circulation Element of the Jersey City Master Plan*, which references the Morris Canal Greenway as a facility that has the potential to address the need for improved circulation and recreational opportunities for bicycling and walking; the City's *Recreation and Open Space Master Plan*, the NJTPA Vision Zero Initiative to eliminate pedestrian traffic fatalities, and the *Let's Ride JC Bicycle Master Plan*, currently being developed. The vision for the Morris Canal Greenway consists of an 8.5 mile multimodal, world-class bicycle and pedestrian pathway that stretches around the southern half of the city beginning on the City's western shore at the Hackensack River, swooping south through the city's Mercer Park area and the Danforth Transit Village Redevelopment Area, then heading north again through the award-winning Berry Lane Park, through the Morris Canal Area, and finally reaching the Hudson River and Liberty State Park. Built upon one of Jersey City's greatest historic resources, the former Morris Canal, the Greenway will celebrate the City's industrial past while providing safe access for residents and visitors to neighborhoods, parks, schools, businesses, attractions, and transit. The Morris Canal Greenway is both an educational tool for displaying Jersey City's history and regional significance and a lasting source of community pride. The 8.5 mile Greenway in Jersey City is part of a larger effort to create a 110 mile trail snaking through Hudson, Essex, Passaic, Morris, and Warren Counties, and linking New Jersey's eastern border at Jersey City with the western border at Phillipsburg. Funding from the EPA Multipurpose Grant will build upon this conceptual plan by developing an implementation and prioritization plan, conducting assessment and remediation, and developing reuse planning designs for construction.

ii. Outcomes and Benefits of Overall Plan for Revitalization Creating a greenway on the former Morris Canal will create countless benefits for residents and visitors alike. Greenways support

healthy lifestyles and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. The outcome of this plan includes the creation of an 8.5 mile long pedestrian and bike path that connect the Hackensack and Hudson rivers. Some of the many benefits that will result from the development of the greenway include:

- Improved public health from expanded recreational amenities and access to open space,
- Growth in the number of residents walking and biking for recreation and transportation, which improves health outcomes and reduces vehicle miles traveled bringing down congestion and air pollution,
- Greater awareness of existing attractions and the creation of a new destination,
- Renewed connection between the community and its history,
- Preservation of culturally and historically valuable sites,
- Restoration and enhancement of the natural environment through green infrastructure,
- Support of the local economy by attracting visitors, and
- Connections within Jersey City and between the City and the surrounding communities.

c. Strategy for Leveraging Resources

i. Resources Needed for Site Reuse The JCRA has received funding from multiple sources for the assessment, cleanup, and development of sites along the Morris Canal Greenway. Extensive work has already been completed on a number of segments, funded by both EPA and State Hazardous Discharge Site Remediation Fund (HDSRF) grants. In addition, the JCRA was recently awarded a \$3.5M Transportation Alternative Program grant from the NJ Department of Transportation for the construction segments 3, 5, 10, 11. This EPA funding, if awarded, will leverage prior and future sources from the JCRA and the City to facilitate successful planning, assessment, cleanup, and redevelopment of the Greenway project. EPA funding would increase the JCRA's ability to receive additional funding for the project, specifically State HDSRF funding. The state funding provides up to 75% of eligible remediation costs for open space projects. This state grant funding is non-competitive and is awarded on a rolling basis. However, there is an annual cap of \$3 million that can be provided to Jersey City, and the State does not always have enough money to satisfy all the requests. Receipt of the EPA cleanup funding would assist with making JCRA's funding a priority in the annual allocation.

ii. Use of Existing Infrastructure The development of the Morris Canal Greenway will facilitate the use of existing infrastructure. 1.7 miles of the Greenway are routed on existing roadways, mitigating the need to construct the trail in these areas, with the remaining 6.8 miles of off road trails taking advantage of the former Morris Canal site. The former Morris Canal passes near or through residential neighborhoods, schools, parks, recreational facilities, trails, retail areas, and community centers. A greenway connecting all of these areas would increase access to these community assets and would also encourage people to walk and bicycle for recreation as well as transportation. The path of the former Morris Canal has the potential to connect schools, neighborhoods, parks, the commuter Light Rail stations and bus stops as well as other bicycle and pedestrian facilities including the East Coast Greenway, the Hackensack River Waterfront Walkway, the Hudson River Waterfront Walkway and park trails. Within a quarter mile of the former alignment of the Morris Canal there are:

- 20 schools
- 1 college (New Jersey City University)
- 24 municipal, county, and state parks, totaling 1,489 acres
- 2 planned parks, totaling 50 acres

- 3 ballfields
- 2 recreation centers
- 24 houses of worship
- 3 health centers and a hospital
- 5 Hudson-Bergen Light Rail stations
- 153 NJ Transit Bus Stops for 10 different NJ Transit Bus Lines
- 31% of the City's existing signed bicycle network

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

a. Community Need

i. The Community's Need for Funding Jersey City has a high number of brownfield sites, over 7,100 acres according to city wide inventory effort, which cannot be addressed without outside financial assistance. The presence of such a concentration of brownfields impact not only the sites themselves but also the local economy and the City as a whole, resulting in blight, reduced property values, and reduced tax base, among others. The Morris Canal Greenway redevelopment is an enormous effort, involving hundreds of millions of dollars in remediation and construction costs. As the result will be a publicly owned pedestrian and bicycle greenway, there is no mechanism for directly generating a revenue stream from the end use which would allow the municipality to access loans and other available state funding programs requiring a repayment mechanism. While the State allots limited funding to municipalities for assessment and remediation activities in areas such as the sites along the Greenway, Jersey City's needs for this funding typically far exceed the allowable funding of \$3 million per year. Receipt of the EPA cleanup funding would assist with making JCRA's funding a priority in the annual allocation. In addition, the State grant provides for only a percentage of the total cost for remediation of brownfield sites, requiring a matching funding source be secured for the project. EPA funding is critical to meeting the state remediation match requirement.

ii. Threats to Sensitive Populations

(1) Health or Welfare of Sensitive Populations The activities outlined in this proposal will reduce the impact of the brownfield sites on sensitive populations. Residents of Jersey City are negatively affected by economic impacts as well as the direct health impacts stemming from the cumulative issues associated with living among a prevalence of brownfields, and these impacts are felt disproportionately by sensitive populations, such as children, individuals and families living below the poverty level, and the disabled. A sampling of Census Tracts along the proposed greenway path (including Census Tracts 53, 61, 46, and 67) indicate pockets of significant poverty in communities along the greenway. The median household income in these Census Tracts ranges from \$25,920 to \$49,596 (compared to the median for Jersey City of \$62,681). While the individual poverty rate for Jersey City is 17.1%, communities along the greenway report rates well above that, including 28.9% in Census Tract 46 and a staggering 36.3% in census tract 67. The poverty rate for children under 18 reaches a high of 52.2% in Census Tract 67 (as compared to 25.8% for Jersey City). In addition, while the rate of individuals age 18-64 with a disability is 8.2% in Jersey City, Census Tracts along the greenway report rates up to 14.1%. Households in these communities along the Greenway are more likely to include children under 18. Among these sample Census Tracts, over 40% of households include children under 18, compared to Jersey City with 31.9%. These sensitive populations are greatly impacted by the lack of open space and contamination resulting from the brownfields sites, and are at higher risk of the health impacts discussed below.

In the areas of the City where the socioeconomically disadvantaged residents are clustered, such as these neighborhoods along the proposed Greenway path, there is also an inordinate frequency of brownfield sites and a commensurate dearth of accessible open space. This extreme lack of open space available to residents puts them at a greater risk for a host of health concerns. It is these residents who could benefit the most from the transformation of brownfield sites to accessible open space amenities. To compensate for the quality of life deficits resulting from high population densities, creating additional quality open space for the Jersey City's cramped residents is of the utmost importance. A state formula used to calculate the proper apportionment of open space in New Jersey communities indicates that Jersey City should contain 356 acres of land dedicated to open space and recreational purposes. According to the City's 2007 Recreation and Open Space Master Plan, the City currently hosts 145 acres, thus establishing a need for an additional 211 acres of open space lands. Jersey City's brownfields are also an attractive nuisance for social ills like drug use and crime. According to the FBI, in 2012 the violent crime in Jersey City was two and a half times the state violent crime rate and nearly twice the national violent crime rate (*Uniform Crime Reporting Statistics*).

(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions The residents of Jersey City, and those living in proximity to contaminated areas including those found along the Morris Canal Greenway, face greater than normal incidence of disease and adverse health conditions, such as lung cancer and adverse birth outcomes. Contaminants at the target sites include PCBs, dioxins, SVOCs including PAHs, hexavalent chrome, petroleum hydrocarbons and metals often at levels best measured as percentage rather than parts per million. The cumulative effects of exposure to multiple contaminants increases the risk of adverse health outcomes for residents. For example, an internal Jersey City study of residents' proximity to the 136 known hexavalent chromium sites show males in the high exposure group with a lung cancer incidence rate ranging from 7% to 17% higher than the no exposure group. Similarly, females in the high exposure group had a lung cancer incidence rate ranging up to 10% higher than the no exposure group (*ATSDR Health Consultation report, September 30, 2008*). PAHs have been shown to be particularly damaging during gestation and infancy. Jersey City received an F in the March of Dimes Report Card for premature births in 2014 (the last year for which Jersey City data was provided), and Hudson County overall received a D in 2017.

(3) Economically Impoverished/Disproportionally Impacted Populations The brownfield sites along the footprint of the Morris Canal Greenway are some of the many contaminated sites in Jersey City; the city and its residents are disproportionately impacted by environmental justice issues. For example, according to EPA's EnviroMapper, Jersey City is a non-attainment area for ground-level ozone, likely attributable to the city's extensive network of highways, as vehicular emissions are a primary source of ground-level ozone. According to the EPA's Environmental Justice Screen (EJScreen), rankings of the 1 mile area surrounding the path of the Morris Canal Greenway on the NATA Diesel PM (98% for State), Cancer Risk (89% for State), Respiratory Hazard Index (85% in the State), Hazardous Waste Proximity (96% for State) and risk management plan Proximity (air quality) (95% in the State) demonstrate a significant burden of environmental issues on the population living proximate to the targeted site when compared to the state, EPA region 2, and United States. This significant burden disproportionately impacts the concentrations of sensitive populations in communities along the Greenway, as discussed above.

b. Community Engagement

i. Community Involvement Community involvement and input was a significant part of the development of the Morris Canal Greenway Plan. Numerous stakeholders, including community representatives, environmental groups, and city residents provided input into the development of the plan through a series of community meetings as well as through a website that allowed residents to provide feedback online. JCRA will continue this community involvement through the assessment, cleanup, and development of sites along the Morris Canal Greenway. Some of the community partners who support this project and will play a continued role include:

Partner Name	Point of Contact (name, email & phone)	Specific role in the project
Jersey City Parks Coalition	Laura Skolar lauraskolar@gmail.com (201) 259-1800	Citizens group involved with the development of the 2103 Morris Canal Greenway Plan. Will assist with community outreach and input.
Bike Jersey City	Tony Borelli tony@bikejc.org (917) 856-9972	Citizens group involved with the development the 2013 Morris Canal Greenway Plan. Will assist with community outreach and input efforts, and provide expertise in bike accessibility issues.
Canal Society of NJ	Joseph Macasek Macgraphics2@gmail.com (973) 292-2755	Non-profit community organization that will help with community engagement and provide expertise on the historic significance of the Morris Canal Greenway.
Jersey City Together	Frank McMillan frank@njtogether.com (773) 412-2797	Citizens group involved with establishing the 2013 Morris Canal Greenway Plan. Will assist with community outreach and input efforts.
Jersey City Environmental Commission	Alison Cucco alisoncuc@gmail.com (201) 547-6848	Residential organization which assists the City with environmental topics and policy development. Will provide assistance linking government with residential issues and assist with communications.
Morris Canal Greenway Working Group (MCWG)	Barkha Patel BPatel@jcnj.org 201-547-5021	The MCWG consists of over 150 members including nonprofits and federal, state, county and local governments will coordinate plans for the Jersey City portion of the Greenway with the larger, Statewide effort.

ii. Incorporating Community Input Brownfield reuse and cleanup decisions have been and will continue to be made in an open and public manner, with JCRA staff available to answer questions and to present information at meetings of various community-based organizations as well as the monthly JCRA Board public meetings and the open and public monthly Environmental Commission meetings. Specific to the Morris Canal Greenway project, the JCRA will work with the community partners listed above to hold community meetings. These meetings will provide the community with an opportunity to share their input as the project moves forward on topics such as open space design and use. An implementation plan will be developed to catalogue the work conducted to date, identify what activities are necessary by segment, and prioritize individual sites for acquisition, assessment, and remediation. This will include ample opportunity for community input on site prioritization and other issues.

JCRA recognizes the importance of outreach programs to Spanish-speaking residents through the provision of meeting announcements in Spanish. *El Especial* is the appropriate local newspaper to communicate information about brownfields projects to Spanish-speaking residents. The

JCRA will translators at meetings and is available to address questions via Spanish-speaking JCRA staff members.

Jersey City will also ensure compliance with state public notification requirements. Sites undergoing remediation are required to identify any sensitive populations around the site (such as daycare centers, schools, or playgrounds), and provide notification regarding the cleanup to all sensitive populations, and owners and tenants within 200 feet of the site through letters or by posting a sign at the site in both English and Spanish. In addition, a JCRA contact person will be designated to answer any questions regarding activities and progress at the site. In this way, public notification is ensured.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

a. Description of Tasks and Activities EPA Multipurpose grant funds are needed to conduct outreach; planning in the form of developing an implementation and prioritization plan; assessment activities in the form of Phase I and Phase II studies for those sites that are deemed priority sites; remediation on those sites that are identified as priority sites for cleanup; and reuse design planning for those portions that are to be readied for development.

Task 1: Cooperative Agreement Oversight. JCRA will fulfill EPA grant programmatic requirements necessary for implementation of the grant, to include liaison efforts with the NJDEP and EPA, National Brownfield Conference attendance, and project management / procurement efforts. The JCRA will also use outside legal counsel for clearing title and negotiating site access agreements, and will engage a professional grant management consultant with experience in federal grants management for grant budget tracking, compliance, and reporting activities. Both entities will be competitively retained in accordance with all federal, state, and local procurement requirements.

Task 2: Community Engagement. Activities include working with local stakeholders and residents to receive meaningful input in the Greenway project. These may include meeting notices and materials, meeting space rental, development of educational materials, and community discussions about sites for development. Community engagement includes fulfilling state community notification requirements whereby all sensitive populations surrounding the site are identified and mapped, signs are posted at the sites indicating that cleanup activities are in progress, along with a contact name and number. JCRA personnel will be responsible for conducting community engagement activities.

Task 3: Pre Assessment Planning. Given the disjointed approach to conducting activities in the 14 segments of the greenway project, an implementation plan will be developed to catalogue the work conducted to date and identify what activities are necessary on a parcel level basis within each segment. This implementation plan will build upon the conceptual *Morris Canal Greenway Plan* and will also include an updated, in depth inventory of all brownfield sites along the proposed Greenway path. This will allow for identification and prioritization of individual sites for acquisition, assessment, and remediation. An environmental planning firm will develop the implementation plan, with input from the community. The JCRA will oversee this work.

Task 4: Phase I Assessments. Phase I assessments will be conducted as needed for sites selected as priorities in the Implementation Plan. These Phase I activities are anticipated to include pre-

acquisition assessments as well as required updates on older assessments, as needed. The JCRA anticipates 15 Phase I assessments will be performed. In accordance with state law, a Licensed Site Remediation Professional (LSRP) will oversee the preparation the Phase I reports. The LSRP will be competitively procured in accordance with all applicable federal, state, and local procurement requirements. The JCRA will oversee this work.

Task 5: Phase II Assessments. Phase II assessments will be conducted as appropriate for priority sites in the Implementation Plan. The JCRA anticipates 8 Phase II assessments, including preparation of site-specific Quality Assurance Project Plans (QAPP), and Health and Safety Plans (HASP). The assessments will comply with the most current local, state, and federal standards. In accordance with state law, an LSRP will oversee the preparation of the Phase II reports. The LSRP firm will be competitively procured in accordance with all applicable federal, state, and local procurement requirements. The JCRA will oversee this work.

Task 6: Remediation Planning. While the exact number of sites to be remediated is unknown, it is anticipated that at least four sites will move forward with remediation planning. A Remedial Action Workplan (RAW) will be developed that details the activities to be conducted to fulfil state remediation requirements. A companion Analysis of Brownfields Cleanup Alternatives (ABCA) will also be prepared. In addition to preparation of the RAW and ABCA, engineering design documents will be developed to detail the remediation effort and will form the basis of the remediation bid specifications to be issued. Annual State permit fees for remediation are included in this task. In accordance with state law, an LSRP will oversee the preparation of the RAW. The LSRP firm will be competitively procured in accordance with all applicable federal, state, and local procurement requirements. The JCRA will oversee this work.

Task 7: Remediation. While the remedial activities to be performed have not been identified, it is expected that state linear construction technical guidance will be used for remediation, allowing the JCRA to address just the portion of the property associated with the Morris Canal Greenway footprint and not entire properties. The New Jersey Department of Environmental Protection (NJDEP) allows for institutional and/or engineering controls to address historic fill. As such, it is expected that the soil remediation of historic fill will be accomplished by the construction of a combination of paved paths and placement of a clean soil cap to protect pedestrians and the environment. This may include the removal and disposal of contaminated historic fill. These engineering controls will be coupled with a deed notice attached to the property in perpetuity, serving as an institutional control. Groundwater contamination is likely to be addressed via an indefinite term Classification Exception Area (CEA), an institutional control to prevent future groundwater use. The groundwater in the CEA will be subjected to long term monitoring. Ongoing monitoring of groundwater will be funded with state grants. As many segments of the Greenway will be addressed as possible with available funds. Typical activities to be conducted by the LSRP under this task include bid specification preparation, any requisite sample collection, preparation of the remedial action report and deed notice, and NJDEP submissions. The remediation contractor will perform the soil remediation work while the engineering/LSRP will perform field construction management activities. The JCRA will oversee this work.

b. Cost Estimates and Outputs

Categories	Project Tasks							Total
	Task 1 Coop Agreement Oversight	Task 2 Community Engagement	Task 3 Pre Assessment Planning	Task 4 Phase I	Task 5 Phase II	Task 6 Remediation Planning	Task 7 Remediation	
Personnel	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$24,500
Fringe	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$10,500
Travel	\$3,000							\$3,000
Equipment								\$0
Supplies		\$1,250						\$1,250
Contractual	\$31,000	\$24,000	\$50,000	\$52,500	\$246,800	\$72,000	\$310,450	\$786,750
Other						\$14,000		\$14,000
Total:	\$39,000	\$30,250	\$55,000	\$57,500	\$251,800	\$91,000	\$315,450	\$840,000
EPA:	\$39,000	\$30,250	\$55,000	\$57,500	\$251,800	\$91,000	\$275,450	\$800,000
Cost Share:	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000

The following provides a detailed project cost basis. Costs for personnel and fringe are based upon typical costs for JCRA personnel to manage EPA grants for a five year performance period divided equally amongst the tasks. Costs set forth in the budget for outside legal counsel, grant management, Tasks 2, 4, and 5 are representative of actual expenditures for similar activities conducted in Jersey City for prior brownfield assessment efforts. Costs associated with Tasks 6 and 7 have many unknowns associated with them. As such, the unit costs are representative of possible costs associated with activities that are typically performed for capping project in Jersey City. State HDSRF grant funds will provide the \$40,000 requisite EPA match.

Task 1: Cooperative Agreement Oversight

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Travel: estimated travel/lodging for 2 Brownfield Conferences @ \$1,500/conference = \$3,000

Contractual: Grant Management Consultant 5 years @ \$3,800/year = \$19,000

Contractual: Legal Counsel estimated at \$12,000

Task 2: Community Engagement.

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Supplies: 5 years @ \$250/year = \$1,250

Contractual: Community Notification Filings/Signage 10 sites @ \$2,400/site=\$24,000

Task 3: Pre Assessment Planning

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Contractual: Environmental Planning firm estimated at \$50,000 lump sum

Task 4: Phase I Assessments

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Contractual: Phase I Assessment contractor 15 @ \$3,500/ site = \$52,500

Task 5: Phase II Assessments.

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Contractual: Phase II Assessments 8 @ \$27,500/site = \$220,000

Contractual: QAPP 8 @ \$2,500/site = \$20,000

Contractual: HASP 8 @\$850 /site = \$6,800

Task 6: Remediation Planning.

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Contractual: RAW 4 @\$8,000/site = \$32,000

Contractual: Design 4 @\$10,000/site = \$40,000

Other: Annual Remediation Permit Fees 4 @ \$3,500/year = \$14,000

Task 7: Remediation.

Personnel: estimated 60 hours @ \$58.34 = approximately \$3,500

Fringe: estimated 42.86% of Personnel costs = approximately \$1,500

Contractual: LSRP Bid Spec Preparation estimated \$10,000

Contractual: Construction Manager Field Oversight estimated \$45,000

Contractual: Remediation Contractor General Conditions/Execution/Closeout estimated \$10,000

Contractual: Remediation Contractor Site Preparation/Soil Erosion, Sediment Control estimated \$12,500

Contractual: Remediation Contractor Health & Safety Plan estimated \$1,030

Contractual: Remediation Contractor Traffic Control / Permits estimated \$15,000

Contractual: Remediation Contractor Excavation & Grading estimated \$18,000

Contractual: Remediation Contractor Non-Hazardous Waste Soil Transportation and Disposal estimated 1,752 Tons @\$55/ton = \$96,360

Contractual: Remediation Contractor Dense Graded Aggregate Backfill/ Cap estimated 1,752 Tons @\$30/ton = \$52,560

Contractual: LSRP Deed Notice and Remedial Action Report estimated \$50,000

Outputs include deliverables such as quarterly reports, MBE/WBE reporting forms, Federal Financial Reports, site eligibility determinations, community notification signs, Implementation Plans, Phase I and Phase II reports, QAPPs, HASPs, Remedial Action Workplans, bid documents, permits, Remedial Action Reports, and other deliverables. Other outputs associated with the grant include metrics such number of brownfield conferences attended, number of community meetings held, number of handouts produced, tons of contaminated soils removed and properly disposed, tons of clean soil used to cap the site, and remediated acres.

c. Measuring Environmental Results The JCRA will be responsible for overseeing the preparation of the quarterly reports and other required reporting such as MBE-WBE and Federal Financial Reports within 30 days after the close of the reporting periods. In addition, ACRES will be updated regularly to provide current information on site progress. Jersey City will maintain close contact with the EPA regional Project Officer to ensure any potential problems, project delays, or successes are communicated with EPA on a regular basis. JCRA will be responsible for the reporting on the outputs of the project through the quarterly reports and ACRES updates. The outputs detailed in the budget section will lead to specific outcomes, which will include the amount of funding leveraged, the number of acres of greenspace created, the number of acres remediated, the infrastructure investments leveraged and number of temporary jobs created. Much of the outputs will be collected from contractor invoices (number of tons of soil disposed, number of reports issued). Other outputs will be collected by the project manager separately. All such collected data will be input directly into ACRES as indicated above.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Programmatic Capability

i. Organizational Structure and Experience As the oldest redevelopment agency in continuous operation in the country, JCRA staff have managed scores of brownfield sites through the state regulatory VCP process and its successor, the LSRP Program. JCRA staff possess the in-house capacity to oversee environmental planning, assessment, and remediation efforts. These staff members not only oversee the environmental engineering firms but also perform the administrative functions associated with pursuing, receiving, and utilizing state and federal assessment and cleanup funding. Benjamin Delisle, the JCRA's Director of Development, will be the primary person responsible for the management of the EPA funding. Mr. Delisle has been with the JCRA for over a decade and has more than 14 years of environmental and project management experience. His undergraduate and graduate degrees provide a unique coupling of environmental science and public administration. He has been responsible for implementing and managing 20 EPA Brownfield Cooperative Agreements on behalf of the JCRA. He was honored by EPA Region 2 as the recipient of the 2017 regional Environmental Champion Award.

ii. Acquiring Additional Resources To expand their capacity to address these sites and increase the number of brownfields being addressed, the JCRA will contract with an experienced federal grants oversight firm to provide reporting, preparation of requests for proposals to identify and select environmental engineering firms to perform assessments, and other cooperative agreement functions. JCRA will procure an environmental engineering firm to serve as the LSRP and provide technical assistance and oversight of the proscribed remediation. The environmental engineer will serve as the technical lead for the work being performed and will be responsible for conducting the Phase 1 and Phase 2 reports, the remedial action workplans, the remediation bid specification scope of work, and other activities as described in the budget narrative. Procurement of the environmental engineer will be done in compliance with applicable state and federal procurement requirements, to include 40 CFR 31.36.

b. Past Performance and Accomplishments

i. Currently Has or Previously Received an EPA Brownfield Grant

- (1) Accomplishments The JCRA has received and/or managed 20 EPA Brownfields Grants. The following summarize accomplishments of the three most recent grants completed:

Grant & Period of Performance	Accomplishments
Hazardous Substances Assessment Grant BF 96294600 10/1/13-12/31/18	This grant funded three Phase Is, a Phase I update, a boundary survey, and portions of two Site Investigations (SI), a Remedial Investigation (RI), and a groundwater investigation. Much of this work was for the 14-acre \$40 million Berry Lane Park project.
Petroleum Assessment Grant BF 96294500 10/1/13-12/31/18	This grant funded an SI, an RI, and a groundwater investigation. The grant also funded demo of buildings to facilitate access to impacted soils in order to complete the RI.
441 Ocean Cleanup Grant BF 97207300 10/1/12-12/09/16	This grant funded initial remedial activities and redevelopment as an affordable housing project. Leveraged \$374,499 in state funding.

(2) Compliance with Grant Requirements The JCRA is current on all cooperative agreement requirements to date, including all reporting. The JCRA has frequently been subjected to EPA desktop audits, and has not been found to have any adverse findings. ACRES updates are performed quarterly. The JCRA has historically maintained compliance with grant terms and conditions and will continue this level of compliance.

CITY OF JERSEY CITY, NEW JERSEY
US EPA: MULTIPURPOSE GRANT PROPOSAL
MORRIS CANAL GREENWAY

Threshold Criteria Responses

1. Applicant Eligibility: The Jersey City Redevelopment Agency (JCRA) was created by legislation of the Local Government. It is a quasi-governmental entity that operates as an agent of the Local Government and, as such, is an eligible applicant. Documentation of the JCRA's eligibility ordinance is attached.

2. Community Involvement: Community involvement and input was a significant part of the development of the Morris Canal Greenway Plan. Numerous stakeholders, including community representatives, environmental groups, and city residents were able to provide their input into the development of the plan through a series of community meetings as well as through a website that allowed residents to provide feedback online. Such stakeholders include citizens groups like the Jersey City Parks Coalition, Bike Jersey City, and Jersey City Together, whom are very involved in the establishment of the City's segment of the Greenway. JCRA will continue to draw on this organizing and community engagements through the assessment, cleanup, and development of the Jersey City sites along the Morris Canal Greenway.

As far as the larger greenway development efforts, the JCRA will work with local representatives from the city that serve on the steering committee for the larger statewide Morris Canal Greenway, the Morris Canal Greenway Working Group.

3. Target Area: The grant target area is the 8.5 mile segment of the Morris Canal Greenway a proposed pedestrian and bicycle pathway that will traverse the entirety of Jersey City along the footprint of the historic Morris Canal.

4. Affirmation of Brownfield Site Ownership: Several sites are owned by the JCRA. The most recent JCRA acquisition for the Morris Canal Greenway is Block 28401, Lot 40, Block 27804, Lot 13. This property is not listed (or proposed for listing) on the National Priorities List; not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA; and not subject to the jurisdiction, custody, or control of the U.S. government.

5. Required Cost Share: The Jersey City Redevelopment Agency (JCRA) acknowledges the required \$40,000 cost share for Multipurpose Grant recipients. JCRA will be accessing New Jersey Department of Environmental Protection's Hazardous Discharge Site Remediation Fund remediation grants for several sites in the Morris Canal Greenway. The EPA funding will serve as the requisite match for these state funds.

1252

AN ORDINANCE creating the Jersey City Redevelopment Agency.

WHEREAS, there exists in the City of Jersey City areas in the process of becoming blighted by reason of hazardous, unsafe, insanitary, dilapidated, or overcrowded conditions of buildings therein, or by reason of inadequate planning of the area, or deleterious land use, or the unsound subdivision plotting and street and road mapping, or obsolete layout, or a combination of these factors; that such areas have been and will continue to be harmful to the physical, social and economic well-being of the community, necessitating excessive and disproportionate expenditure of public funds for crime prevention and punishment, for the safeguarding of the health, safety, morals and welfare of the citizens of Jersey City; and

WHEREAS, these areas in the City of Jersey City should be redeveloped for the improvement of the city; and

WHEREAS, it is in the public interest that work on projects for such purposes be commenced as soon as possible;

NOW, THEREFORE, the Board of Commissioners of the City of Jersey City, New Jersey, do ordain:

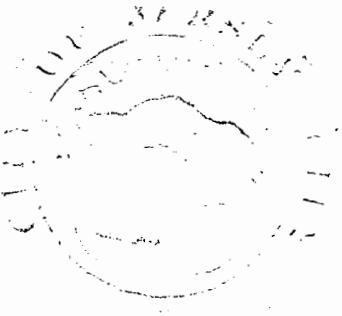
1. Pursuant to the provisions of Chapter 306 of New Jersey Sessions Laws of 1949, N. J. S. A. 40:55C-1, which authorizes the creation of the Jersey City Redevelopment Agency, there is hereby created and established a body corporate and politic to be known as the "Jersey City Redevelopment Agency."

2. The Clerk be, and he hereby is, authorized

Approved as to legal form
August 24 1949
John P. Guff
CORPORATION COUNSEL

CERTIFIED to be a true copy of
ORDINANCE adopted by the
Municipal Council of the city of
Jersey City at its meeting of 8/16/49

CITY CLERK



and directed to file a certified copy of this ordinance with the Commissioner of Conservation and Economic Development of the State of New Jersey.

3. This ordinance shall take effect immediately upon final passage and publication according to law.

AUG 16 1949

Benigno
James F. Murray
Charles S. Witkowski
John V. Kenny

RECEIVED
JUL 20 1949
JUL 20 1949
JUL 20 1949

SF 424 Application for Federal Assistance Attachment

Congressional Districts of Applicant:

NJ-008, NJ-010

Congressional Districts of Program/Project:

NJ-008, NJ-010

14. Areas Affected by Project:

Jersey City, NJ

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

01/31/2019

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Jersey City Redevelopment Agency

* b. Employer/Taxpayer Identification Number (EIN/TIN):

22-6002881

* c. Organizational DUNS:

0751311510000

d. Address:

* Street1: 66 York Street, 3rd Floor

Street2:

* City: Jersey City

County/Parish:

* State:

NJ: New Jersey

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code: 07302-3838

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Benjamin

Middle Name:

* Last Name:

Delisle

Suffix:

Title: Director of Development

Organizational Affiliation:

* Telephone Number: (201) 761-0822

Fax Number: (201) 761-0831

* Email: DelisleB@jcnj.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-18-08

* Title:

FY19 GUIDELINES FOR BROWNFIELDS MULTIPURPOSE (MP) GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

1234-JCRA SF 424 areas affected.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Jersey City Redevelopment Agency 2019 US Environmental Protection Agency Brownfields- Multipurpose Grant Application

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="800,000.00"/>
* b. Applicant	<input type="text" value="40,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="840,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: